

ENGLAND AND GERMANY.

A GERMAN VIEW.

It is a long time since the English people have talked in such friendly wise of a foreign nation as they now talk of Germany. The leading London newspapers are not flatteringly an ill-considered guest; they are merely expressing the sincere and universal opinion of the nation when they declare with one voice that no foreign Sovereign has ever been so popular in England as Kaiser William II is to-day.

No one will seriously maintain that the journey of the German Emperor to be present at the death of his grandmother was dictated by political motives; yet to-day every one recognises that that hurried voyage, undertaken solely from family affection, may and must have some political result. Even if one regards the Kaiser's appointment as an English field-marshal, and the bestowal of the Garter on his son and heir, merely as an expression of the thanks of a King for the sympathy of an Emperor, it is possible to find in the speeches and addresses something more than courtly compliments and the interchange of family amenities. In the speeches which King Edward made on the one occasion to the Emperor, and on the other to the Crown Prince, there is a note of feeling which is more than a note of sympathy and love—there is a note of sympathy and love, not only between one Royal House and another, but between land and land, between nation and nation. The conventional expression of sympathy for an occasion is extended to embrace a friendly recognition of the real meaning of friendship for both parties; the wish for peaceful progress through the sphere of policy can be easily translated to mean a desire for mutual and united efforts towards the advancement of the two nations. King Edward spoke frankly, "May these two great nations," he said, "pass onward, hand in hand, to the great goal, which is the establishment of peace and the advancement of civilisation."

This is not the first time that such words have come from the mouth of an Englishman. It is just sixteen years since Gladstone declared in almost the same words that he yielded to none in his admiration for Germany. "If," said he, "Germany becomes a civilising Power, I will be the first to call down God's blessing upon her; Germany and England will be friends and allies for the good of mankind. I hail with joy her entry into this new sphere of activity, and am honestly thankful that she will be our companion and helper in the work of spreading the light of civilisation in less civilised countries." These remarkable words of Gladstone's were quoted in the Reichstag, and the speaker of them was heartily thanked by Bismarck, the same Bismarck whose name the Anglophobes in Germany have been so ready to invoke when there was any chance of sowing dissension between the two countries.

In the sixteen years that have passed by, the words and wishes of these two great men have been over and over again forgotten. In England the people, with "Britannia rules the waves" ringing in their heads, looked on half angry and half scornful when their landsmen cousins suddenly took to the sea. To-day the people of both countries have realised that the immediate future of both countries can only be assured by their mutual friendship; that it must be the task of their statesmen to carry out the wishes of the Sovereigns on both sides; and the rapprochement between England and Germany is not a momentary impulse arising out of a unique occasion, but a great policy which finds its justification in the assurance of peace for the world, and which has for its object the furtherance of civilisation. Nothing of higher ability could be effected than this understanding, which cannot but tend to the strengthening of the Triple Alliance itself, so Lord Salisbury has said, a fortunate thing for the world at large.

In this history of all possible words that expedient has always been the most successful which fills up the gaps left by former generations. It is some time since an anti-English policy was likely to find favour with the German people; but the number of the cannon in the Transvaal called into being an extraordinary excitement in the German newspapers, indeed throughout the whole nation. Then the Kaiser paid a visit to England, and manifested personally to Queen Victoria in Windsor Castle his sympathy with the English side. When the victories of Lord Roberts destroyed all hopes that the Boers would preserve their independence, the Kaiser sent his congratulations to London, thus acting directly in opposition to the openly expressed sympathies of the greater part of his subjects. Finally, when the Anglo-German Agreement in Chinese matters was settled, the door of the Imperial Court was shut in the face of the aged Kruger who was coming to unfold his tale of woe.

To-day there are few who do not gratefully recognise the effect of this policy of the Emperor, as it regards the peculiar interests of Germany. His wise and determined efforts to bring about an Anglo-German understanding have not in the slightest degree hindered him in his policy of doing the best for his people and his country, nor have they prevented him from increasing the strength of his fleet. If Germany intends to follow the line of action which she has marked out for herself, she can have no more valuable asset than a friendly understanding with England—no greater help in her wanderings overseas to the furthest East and the extremities of the West than to find the Ruler of the Sea ever ready to help her as a friend.

Nor is the advantage less patent for England herself. England at first watched with envy and bitterness how the young German Empire spread beyond her Continental boundaries, became a Colonial Power, constructed merchant-ships and war-ships, and sent them to all quarters of the globe. Instead of entering into a course of rivalry and mutual antagonism that could have no good result, instead of disposing themselves each to be the enemy of the other, both parties have concurred in the policy of mutual waiver and assertion—a policy of "stand and take." And so the world begins to see that mutual understanding and common aims shared by the two great Germanic Powers will bring them a more substantial reward than a policy of emulation and jealous interference. England has already had proof of the advantages of such a course, though she has only just embarked on the policy. I have indicated; for the British Empire would not have proceeded to the present point with South African adventures if the German Emperor had not set his face resolutely against all attempts to break the correctness of neutrality. The once armed German Fleet has saved England from enabled destruction in the East, for it has enabled Germany to throw, in the space of a few weeks, a huge army into China—to be a counterpoise to the effects of those Powers which they need not be named—who threatened in the highest degree the interests of Britain. If ever alliance between two great political factors in the progress of the world has seemed to offer a promise of benefits alike for culture and for trade, it is that alliance which is now consummated between England and Germany, and which opens up not merely a new era in the history of Europe, but a new era in the history of the world.

SCPTRE, CROWN, AND ORB.

Concerning the insignia of Royalty laid on the Queen's coffin, the *Daily Graphic* states that the crown was "the Imperial State Crown of her Majesty Queen Victoria." This crown will be used at the Coronation, and is of comparatively modern construction, for it was made in 1838, with jewels from old crowns, and others furnished by command of her Majesty. There were also two orbs. The first is called the King's Orb, and is set with 266 diamonds, 511 pearls, 18 rubies, 9 emeralds, and 7 sapphires. The Queen's Orb, as the second orb is called, is smaller and not so valuable. It was made for the coronation of William and Mary. The sceptre, which is one of five sceptres in the possession of the Sovereign, was the one called the King's Sceptre. It is of gold, ornamented with coloured enamel and set with precious stones in the pommel. The stones consist of 301 diamonds, twenty-five rubies, twelve emeralds, and eight sapphires. It cost for "gold, jewels, and workmanship" £1,025.

ARMY AND NAVY NOTES.

It has been decided to maintain the 10th force in British Central Africa, which has rendered such valuable service; but some difficulty has arisen with regard to relief. Arrangements, however, have now been made whereby the non-commissioned officers and men whose term of engagement has expired will be replaced by 160 others, but the 10th and 11th will not in future be employed on this service.

The subject of submarines continues to be very much to the front in America. Admiral Hichborn, appearing recently before the Naval Committee, strongly urged that there should be one such boat for every American harbour. Admirals Melville, O'Neill, and Bradford, however, opposed the recommendations, holding that the present boats had not yet been sufficiently tested. The officers in question held also that the appropriation of 175,000 dollars for each boat now proposed, was excessive, and that the cost of each should not exceed 75,000 dollars.

The *Hochsee Zeitung* learns that the German Navy will shortly be armed with 28-centimetre quick-firing guns. Hitherto the largest calibre of its quick-firing guns has been 24-centimetres. Each new battleship will receive four such guns, two being in revolving armoured turrets.

Major Cecil F. S. Vandeleur, of the Irish Guards, who is reported by Lord Kitchener as having been wounded in the fight at Middelburg, has been on active service almost continuously since 1895. He went through the Uganda Campaign of that year and was mentioned in despatches, and received the Medal of the Uganda Expedition of 1895-96, when he was again mentioned in despatches, and received the D. S. O. In 1897 he was with Major Arnold in the Niger, 1897, and was again mentioned in despatches, and received the Medal of the Sudan Campaign under Lord Kitchener in 1898, and was present at the battles of the Atbara and Khartoum, at the latter of which he was slightly wounded. For his work during this expedition he was once more mentioned in despatches, and received the Order of the Medjidieh, the British medal, and the Khedive's medal with two clasps. Major Vandeleur, who has embodied some of his warlike experiences in a book entitled "Campaigning on the Upper Nile and Niger," published in 1898, entered the Scots Guards as Second Lieutenant in 1889; he was promoted Lieutenant in 1892, and Captain in 1899, and last year was transferred to the Irish Guards on the formation of the regiment.

The new submarine boat, *Francis*, was launched last month at Cherbourg, under water, and immediately on the fastenings being cut appeared on the surface. The *Francis* is one of the two submarine boats built with the proceeds of the subscription raised by the *Matin*. She was designed by M. Romazzotti, and is of the same type as the *Morse*, but contains a number of important improvements. The vessel is steel built, of one hundred and forty tons, and driven by electricity. She will carry a crew of eight men and her commander, Lieut. Danigé du Fourne, the *Algerie*, a sister boat to the *Francis*, is almost finished.

The King has cabled to Lord Kitchener: "One of the Queen's last inquiries was after yourself and the gallant Army under your command."

Lord Charles Beresford is credited with a keen desire to re-enter Parliament. It is said that if a favourable opportunity offered he would anticipate the date fixed officially for giving up his command.

The officers in the 2nd Dragoon Guards (Queen's Bays) were the only officers in the Service who did not rise to drink the Queen's health at the coronation. The order of Queen Charlotte's that her Dragoon Guards were not to rise to drink her health, their loyalty being so well known as to be above the need of such a formality. Will the Queen's Bays rise in future to the toast of "The King?"

Captain Charles Wood, who at the beginning of the Boer War left the Chinese Regiment at Wei-hai-wei to take up the adjutancy of the 2nd Northumberland Fusiliers in South Africa, has just been re-appointed to the Chinese Regiment on an operation for appendicitis, most skillfully performed by Mr. Treves. Captain Wood showed remarkable capacity in getting up the Chinese tongue, as spoken in the Shan-Tung Peninsula. When he left for South Africa the whole company volunteered for active service with the son of the Adjutant-General.

BY THE MAIL.

(From Home Papers.)

The Empress Frederick, according to a German paper, is suffering from an incurable complaint. All that can be done for the Empress is to alleviate her sufferings as much as possible, and to postpone as long as may be the catastrophe which is regarded by the doctors as inevitable. It is known that through dropsy her Majesty has now entirely lost the use of her left hand, and that her right hand is already affected.

Lord Mayor's Day.

There is doubt in the City as to what may happen on the historic "ninth," when it has hitherto been the custom to inaugurate the new Mayorality with a procession to the Law Courts and a festive night at Guildhall. The King's birthday falls on Nov. 9. When Edward VII. was Prince of Wales it made no difference; but as the Sovereign's birthday is observed as a holiday at the Law Courts, the question arises whether the Lord Mayor will be able to pay his annual visit on that day and receive the usual homily from the Lord Chief Justice.

English Railways.

The reports of all the leading English railway companies for the past half-year have now been issued, and the results are, certainly, distinctly depressing for the shareholders concerned. On nearly all the lines there was a

fall in receipts, and in some cases a heavy rise in expenses that the whole of the additional receipts, and much more besides, have been absorbed by the advance in prices of material used and wages. Taking, for instance, the aggregate receipts of twenty lines, there is a fall of £1,131,000, but the expenses stand at £2,019,000 higher. The cost of fuel alone on these twenty lines was £1,000,000 more, the increase on several systems being as much as 50 per cent.

The Church of England.

At Lambeth Palace on 13th ult. the two Archbishops received an immense deputation of bishops, deans, archdeacons, peers, members of Parliament, clergy, and laymen, who came to enlist the Grace's sympathies and assistance for a rough-drawn bill, of which the object is to secure for the Church of England a larger measure of autonomy than it at present possesses, by means of the amalgamation of the Houses of Convocation and the establishment of a lay House. The Bishop of Rochester, Sir John Kennaway, Bishop Barry, Chancellor P. V. Smith, and Canon Charles Gore having set forth the objects of the deputation, the Archbishops returned generally favourable replies, criticising, however, the proposals for a House of Laymen.

Martyred Missionaries.

A meeting in memory of the martyred missionaries of the China Inland Mission, and for thanksgiving for the missionaries was held on 11th ult. in the Conference Hall, Midway, London, N. The chair was taken by Mr. J. E. Matheson. The China Inland Mission is the heaviest loser of any single organisation in the recent troubles in the Far East. Mr. F. Marcus Wood, the secretary, called over the roll of more than sixty men, women, and children whose lives had been sacrificed. Mr. Theodore Howard, home director, spoke specially of those spared, the names of fifty-six of whom appeared on the programme of the evening. Nineteen of the number were present. Of these, three addressed the meeting, telling of their horrors as the roasting alive of native Christians that they had witnessed. Mr. Lutley, the first speaker, had, with his wife, managed to escape; their two children died during the fight.

The Steel Rail Trade.

Is trade in steel rails leaving England? The Great Eastern Railway, it was reported recently, have placed an order in America because the requirements of the company could not be met in England. The Yarmouth Corporation some time ago advertised for tenders for 800 tons of tramway girder rails to be used in connection with an electric tramway scheme for the town. Fifteen tenders were received, and only three were from English firms, representing Barrow, Middlesbrough, and Leeds. According to the prices made known on 13th ult., British firms cannot produce the rails at anything like the price asked for by Belgian and German manufacturers, or even by the American manufacturers for delivery in England. The Yarmouth Town Council have accepted the lowest tender, which was sent in by a Belgian firm, who will deliver the rails at £5 10s. a ton, a difference on the whole contract of some £1,500 on the highest tender—£7 13s. 6d.—sent in by a British firm.

The French on Anglo-German Relations.

A good deal has been written lately by the Paris papers concerning Anglo-German relations in consequence of the visit of the German Emperor to the British Court. The *Figaro* says the Anglo-German Agreement has given Great Britain the guarantees which she required in regard to China. On the other hand, Great Britain has obtained from William II. guarantees which will enable her to continue the war in the Transvaal, and to reorganise South Africa as she pleases, without fear of intervention. The result will be that British foreign policy will undergo no modification. The *Gaulois* writes: "Great Britain and Germany will henceforward march hand-in-hand. The reason for the understanding between these two Powers is the inability of our diplomacy, which has never ceased to bear an equal hatred to Great Britain and Germany. The object of this understanding is a struggle against France, whose disappearance is desired by the Cabinets of London and Berlin." The *Gaulois* regards the alliance between France and Russia as the counterpoise to the Anglo-German coalition, but asks whether that alliance still exists.

Anglophobia in Germany.

The distinction conferred by the Emperor William on Earl Roberts has led to a resuscitation of strong Anglophobia in almost the entire German Press, and disquisitions on the subject are to be found in most journals. A Bavarian organ calls the action of the Emperor a degradation, saying that Germans have become England's lackeys. The general complaint is that the Emperor, by conferring the Order of the Black Eagle on Earl Roberts, has committed a breach of neutrality. The semi-official Press seeks to educate its public, pointing out that the English have come to see that no real cause for dissension with Germany exists and that Germans should equally grasp that fact. A person holding a responsible position is said to have remarked that since the beginning of the war nothing has so stirred the German mind as the conferring of the Order of the Black Eagle on Earl Roberts. He further remarked that it should not be forgotten that the Anglophobia prevalent in Germany, although entirely opposed to the country's official policy, may one day constitute a political force.

A German paper has been confiscated for suggesting, in its comments on the bestowal of the Black Eagle Order upon Earl Roberts, that the same distinction should be conferred on a well-known highwayman. A prosecution for lese-majesty will follow.

The S. P. G.

The Lord Mayor presided on 12th ult., at the Guildhall, over a meeting held in connection with the bi-centenary of the Society for the Propagation of the Gospel in Foreign Parts. Among the speakers were the Primates, the Lord Chancellor, Lord Hugh Cecil, and Sir Richard Temple. The Lord Chancellor moved: "That the Society for the Propagation of the Gospel in Foreign Parts, on entering on the 200th year of its existence, desires to recognise with devout and humble thankfulness to Almighty God the measure of success which has been achieved to its labours in planting the Church in the British Colonies and in evangelising the heathen." Lord Hugh Cecil, who seconded, said we must fall into the error of forcing our own ecclesiastical system on those who were being evangelised through our agency, for that would be Romanising the Church, the destructive aim of the Romish Church against which we always protested. We must not make the mistake in India, in China, or in Africa of trying to make the people sound Anglicans. We must rather try to make them members of the Chinese Church, the Indian Church, or the African Church, each with its own characteristics, forms, and customs, which might be suitable to them, though much less edifying and agreeable than those to which we were accustomed. (Hearty cheer.) Only let the society pursue its object in this way, and that great peace which alone could be produced by religious emotions and which alone could subvert under religious sanction would reign from end to end of the world to the glory of God.

Dressmakers on Strike.

Paris has been largely occupied of late with a tailors' and dressmakers' strike. A large number of the strikers are girls, and this has led to some interesting incidents. On the afternoon of the 12th ult. a compact phalanx of good-looking girls, smartly dressed, marched up the boulevards, singing songs as they went and cheered by people in the streets. The girls were enjoying themselves hugely, and the spectators were equally amused. When they reached the meeting they quite outnumbered the men present. The next day the workgirls had quite an exciting time of it in the Rue de la Paix. Towards the luncheon hour they trooped in numbers from all parts of Paris to the streets which are the headquarters of all the fashionable dressmakers. The girls, all in smart costumes and many with nosegays pinned to their bodices, invaded the pavement, and soon blocked the streets. Carriages and cabs had to slow down. The striking dressmakers, amusing themselves hugely, sang choruses, and cried "Vive la Grève." They started shouting names of employers to whom they objected, and soon all the girls were "conspiring" various celebrated dressmakers. At the windows of the latter's premises, the "premieres" or "lay figures," who show off models, and other employees, who have not joined the strike, showed themselves, whereupon shrill cries of execration came from the girls in the street. When not "conspiring" employers or "blacklegs" they clapped the policemen, each other, and bystanders, who came up in crowds to watch the scene.

Liquid Air.

A French *Savant* has recently given a most successful demonstration at the Museum of Natural History of the qualities of liquefied air. By enormous pressure, he reached a temperature of minus 180 centigrade. The liquefied air was contained in a double-sized silver-covered bottle and did not evaporate. Experiments with india-rubber bottles showed that they became as hard and brittle as glass. The rubber could be pulverised, but became elastic again when the air was evaporated. Similar results were shown in the case of butcher's meat. M. Arsonval showed a beef steak dipped in liquefied air and then let it fall on the floor, where it sounded like a stone and broke to pieces. It was eventually reduced to a pink powder, easy to ingest and assimilate, and likely to be of important service in hospitals. Ice dipped in liquefied air, or glass like a diamond, mercury became hard as anti-mony. Metals, especially steel, had their qualities increased tenfold by the application of liquefied air. Conducting wires could be reduced to a hair's breadth in thickness, and remain as strong as enormous cables. It cannot, however, do anything to preserve meat, as it is in no way antiseptic, and will not kill microbes. Moreover, it is now five times dearer than ice, nor can it be used for motor engines or submarines boats, because, when heated, it is such a powerful explosive that no metal yet known could resist its shocks.

The China Prize Money.

A meeting of claimants entitled to participate in the China Prize Money and Seymour Fund was held at the Albert Hall, Southsea, recently. Mr. M. Somers Gardner, who presided, said that the fund known as the Seymour Fund would, he hoped, be shared out to the old veterans who took part in the campaign, or to their widows or orphans. He had no doubt that an enormous amount of prize money was taken from the Palace of Canton alone. The Admiralty professed ignorance of the existence of the fund. Something, had, after all, come of the agitation; for the Admiralty had now to admit that the China Bounty Fund had not all been distributed, a sum of £8,000 remaining to be shared out. This fund, they must not forget, was altogether different to the one in connection with which they had met. The new First Lord had, he thought, called for a special report as to the Seymour Fund; and what they now wanted was to get responsible statements from those who had served in the operations. The Borough members should interest themselves in the matter. Mr. Hellyer, who served as a carpenter's mate at Canton, explained that he and others had helped to weigh the Canton money, an operation which took six hours. The amount was 227,000 oz. of silver. It was his belief, however, that this was distributed in prize-money to the various persons entitled to it. If there existed a fund, it was, he thought, the proceeds of the great brass guns captured from the Chinese. A committee was appointed to represent the claimants.

The Liverpool Chamber of Commerce.

The Hon. T. H. Whitehead, member of the Legislative Council of Hongkong, addressed the Liverpool Chamber of Commerce on the 8th ult. on the Chinese question, and urged an Anglo-Russian understanding on the Far East question. On it depended the tranquillity of the world. In China there was more than room for all, and there was a general complaint by the Chinese officials that England gave very little sympathetic advice to Celestials. Mr. Whitehead pointed out that the Chinese markets formed an outlet for the whole world's surplus products, and yet many of those in the interior were not even tapped. If the door were kept wide open, British commercial interests in the Far East might be regarded as being only in their infancy. He advocated the abolition of the *lichi* and all inland taxation on merchandise, and if the European Powers could safely concede it to China, a substantial increase in the present tariff on imports.

The Lord Mayor, in proposing thanks to Mr. Whitehead for his address, expressed pleasure at the presence of Mr. Kocher, the French Consul, in Liverpool, as an indication that his nation was ready to enter into an agreement for trade in China. At University College there was a reader in Chinese, but it had so far been impossible to form a class. Sir John Brunner, M.P., who seconded, endorsed Mr. Whitehead's remarks as to the immense importance of the Chinese question. Mr. Alfred Holt, in supporting the vote of thanks, said that the address was that England did not know enough of China, and he hoped that would be remedied. The trade prospects were unknown. Mr. C. McCarthy, M.P., said that Mr. Whitehead's criticism of the Government was somewhat unjust. When faced with unparalleled difficulties they had done their best. They had always consistently advocated the "open door." The Government had also done something to open up the waterways in China and to increase the territory of the colony of Hongkong. Mr. Whitehead explained that he had referred to the Chinese policy of successive British Governments. The resolution was adopted.

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1893.
Barometer..... 30.141
Thermometer..... 57.3
Humidity..... 79.0

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.17 30.09
Temperature..... 58 64
Humidity..... 67 60
Rainfall..... —

TO-DAY.

Saturday, 16th March, 1901.
Chinese—26th of 1st moon of 27th year of Kwang-si.
Sun—Rises..... 6hr. 10min.
Sets..... 6hr. 10min.
Sea..... 6hr. 10min.
High water—Morning..... 6hr. 30min.
Afternoon..... 6hr. 30min.
Low water—Morning..... 1hr. 25min.
Afternoon..... 6hr. 25min.

ANNIVERSARIES.

1521—Magellan reached the Ladrone Islands.
1841—Fate and Death of Dufferin captured.
1861—Duchess of Kent, Queen Victoria's mother, died.
1866—Chinese Envoy Ping and suite left Shanghai for Europe.
1876—H.M. the Queen created Empress of India.
1881—Cremation of the late Queen of Siam at Bangkok.

TO-MORROW.

Sunday, 17th March, 1901.
Chinese—27th of 1st moon of 27th year of Kwang-si.
Sun—Rises..... 6hr. 09min.
Sets..... 6hr. 09min.
Sea..... 6hr. 09min.
High water—Morning..... 6hr. 30min.
Afternoon..... 6hr. 30min.
Low water—Morning..... 1hr. 25min.
Afternoon..... 6hr. 25min.

ANNIVERSARIES.

1794—Lord Macartney's Embassy left China.
1849—Death of William II, King of the Netherlands.
1866—The *Neapolitan* *Canaro* burnt at sea by Coalies.
1886—Loss of the s.s. *Exochord* off White Rocks.
1889—Fire at Foochow; over 200 houses destroyed.
1896—The Hongkong Regiment paided before Lord Spencer.
1896—Revs. Maus and Diehl attacked and robbed by Chinese pirates near Tung-kun.

AGENDA.

TO-DAY.
9 p.m.—The Dallas Company at the Theatre Royal.

TO-MORROW.

St. Patrick's Day.
(About)—P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.
Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports.
Daylight—D. & Co.'s steamer *Haitan* leaves for Coast Ports.
Daylight—D. & Co.'s steamer *Fornace* leaves for Coast Ports.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., 11 a.m., Evensong, 5:45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9:30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis Church, Wanchai—Mass (Chin.)

6 a.m., (Port), 7:30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning

Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass

8 a.m.

Wesleyan Methodist Church—Services, 10:30

a.m. and 5:45 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

West Point.

4th Sunday in Lent March 17th.

Offertories on behalf of Missions to Seamen Society.

11 a.m.

Hymn 201; Venite; Hooper; Te Deum, Lowers etc.; Benedictus, Mornington. Hymns, 288, 322, 285.

Preacher the Lord Bishop of the Diocese.

(6:30 p.m.)

Hymn 246; Magnificat; Turle; Nunc Dimittis

Hiles; Hymns, 544, 327, 286.

MONDAY, 18th.

5 p.m.—Shire Line steamer *Radnorshire* leaves for Nagasaki.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (Empress of China) 18th instant.

German (Bayern) 19th instant.

German (König Albert) 20th instant.

Indian (Sulaiman) 20th instant.

American (Nippon Maru) 20th instant.

Canadian (Thorar) 28th instant.

Canadian (Albion) 1st prox.

The Silk ex Canadian Pacific Railway Co.'s

R.M.S. *Empress of India*, arrived at New York on the 14th inst.

The N. Y. K.'s steamer *Bingo Maru*, (Euro-

pean Line) left Kobe direct for this port yesterday, the 15th inst., and is expected to arrive here on Wednesday, the 20th inst.

The Canadian Pacific Railway Co.'s R.M.S.

Empress of China, arrived at Nagasaki at 6:30 a.m. on Friday, the 15th inst., and left again at 2 p.m., same day for Shanghai where she is due to arrive at 8 p.m. to-day, the 16th inst.

The Canadian Pacific Railway Co.'s R.M.S.

Empress of Japan, arrived at Shanghai at 7:30 a.m. to-day, the 15th inst., and left again at 5 p.m., same day for Nagasaki where she is due to arrive at 8 a.m. on Monday, the 18th inst.

The Imperial German Mail steamer *König*

Albert, carrying the German Mails with dates from Berlin of the 15th Feb. left Singapore yesterday, the 15th inst., at 2 p.m., and may be expected here on or about Wednesday, the 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertford*..... at Kwai-ling Dock.

U.S.S. *Tala de Luzon*..... " "

U.S.S. *Benington*..... " "

U.S.S. *Yorktown*..... " "

U.S.S. *China*..... " "

U.S.S. *China*..... " "

U.S.S. *China*..... " "

U.S.S. *China*..... " "

U.S.S. *China*..... " "

U.S.S. *China*..... " "

PASSED THE CANAL.

Outward—1st March—*Asa Maru*, Bentley, Saxonia, Kobe. 5th March—*Strathford*, Denbighshire, Cymeline, Fernside, Grosmont, Thyrn. 8th March—*Dagfred*, Shikih, Terisa. 14th March—*Ohl*, Arnold, Luyken, Iron. 15th March—*Benadiri*, Gistla, Inaba Maru, Socotra, Ulysses, Hiltgen.

Homeward—12th March—*Marie Valerie*, Jaca, Polarisferum. 13th March—*Sachsen*.

Arrivals at Home—2nd March—*Sachem*, Wakana Maru, Strassburg. 6th March—*Suranan*, Achille, Nordney, Rhine, Valtina. 9th March—*Hamburg*. 13th March—*Loos*, Verona. 16th March—*Sambra*, Strathford.

Shipping.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PROSCHE	HAVRE, BREMEN and HAMBURG	About 18th March.
MARBURG	HAVRE and HAMBURG	About 27th March.
SAVOIA	HAVRE and HAMBURG	About 4th April.
BEHRENS	HAVRE and HAMBURG	About 8th April.
BAMBERG	HAVRE and HAMBURG	About 15th April.
SIBIRIA	HAVRE and HAMBURG	About 15th April.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Thursday, 16th May, at Noon.

The U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

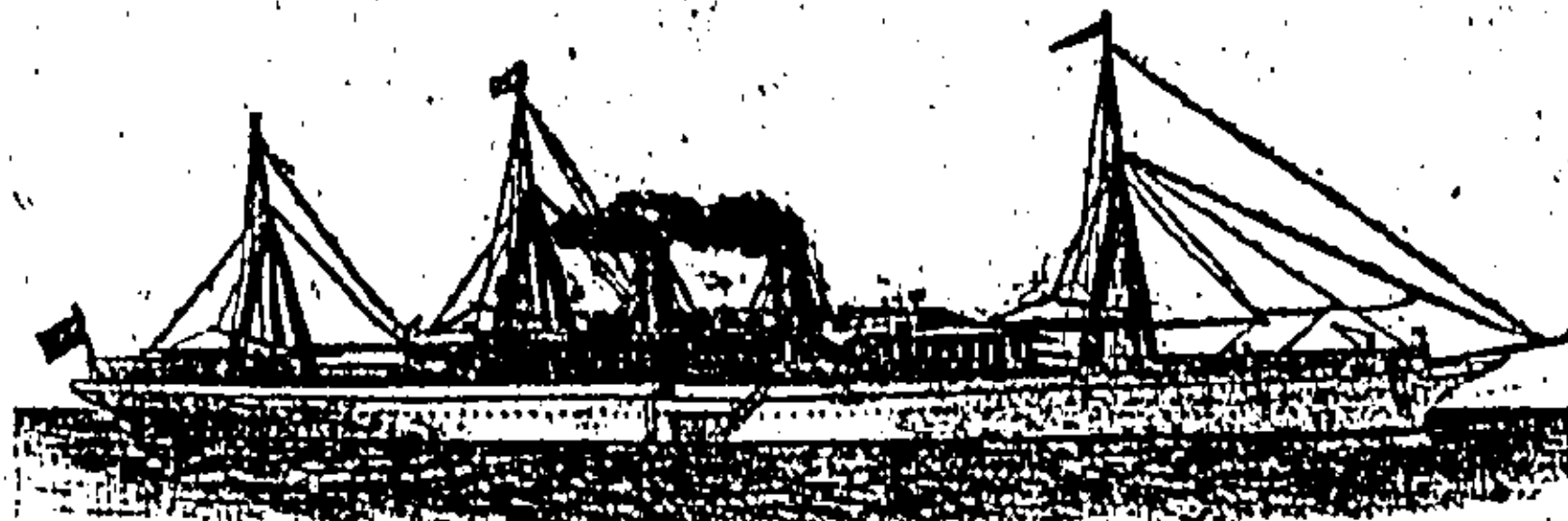
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.

The Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th February, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,023 | Saturday | Mar. 30

THE Steamship.

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th March, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Queen Adelaide	2,832	F. McNair	Mar. 29
Glenogle	3,750	W. Frakes	April 1
Claverling	3,338	J. R. Rae	April 12
Olympia	2,837	J. Truebridge	April 26

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 43 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA TO DYEA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 9th March, 1901.

To be Let.

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to"S.B."
C/o This Office.

Hongkong, 13th March, 1901.

TO LET.

A HOUSE in RIFON TERRACE.
Apply toTHE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901.

TO LET.

BOARD and ROOM \$70. In Private Family. Nice View of the harbour.
Apply toR. ROE,
Care of Office of This Paper.

Hongkong, 7th March, 1901.

TO LET.

POSSESSION APRIL 1st.
STEWART TERRACE.
Apply toJ. W. NOBLE,
Hongkong, 6th March, 1901.

TO LET.

"STONY BROOK COTTAGE" (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.
Apply toLAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MOJI, KOBE and YOKOHAMA	"TAIYUAN"	16th instant, P.M.
SHANGHAI	"PAKHOT"	18th instant.
AMOY and SHANGHAI	"IOHANG"	19th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AJAX"	19th instant.
"	"PYRRIUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENO"	16th April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON"	30th April.
LIVERPOOL (DIRECT)	"PATROCLUS"	16th instant.
(Taking Cargo at LONDON RATES)	"TANTALUS"	15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. Co.

Hongkong, 15th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship.

"MELPOMENE,"
Captain Matcovich, will leave for the above place, on MONDAY, the 18th instant, P.M.
For Freight or Passage, apply toSANDER, WIELER & Co.,
Agents.

Hongkong, 13th March, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. Olifant, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 14th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through Rates to the above Ports, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Levy, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 5th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain Mittis, will leave for the above places, on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 13th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th March, 1901.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENCLEUCH,"
Captain Thomson, will be despatched as above on THURSDAY, the 21st instant.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th March, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th March, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"
Captain T. Orata, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th March, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"
will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDENE" & "LOWTHER CASTLE."

For Freight, apply to

DODWELL & Co., LIMITED,
Agents.

Notice of Firm.

NOTICE.

THE HAMBURG AMERIKA LINIE, HAMBURG, will establish their own OFFICE at HONGKONG, Queen's Building, on the 1st of April.

The Undersigned have been appointed LOCAL MANAGERS.

HAMBURG AMERIKA LINIE, Hongkong Office,
K. OLDORP, } Managers.
W. von JANSSEN, }

Hongkong, 15th March, 1901. [331c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1901. [331c]

Intimations.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of \$1 (One Dollar) each.
Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.
By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c]

GLEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S KRAFT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DALLMAN'S PATENT MOTOR LAUNDRERS.

See Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 15th May, 1901. [38]

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents: Milki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Ohnoura Coal Mines, No. 1, Ohtsugi Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanegafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Milke Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 15th December, 1900. [33]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [32]

Intimations.

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900. [20]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'AGUILAR STREET.

Hongkong, 27th April, 1900. [34]

Intimations.

"FOR THE BLOOD IS THE LIFE"

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, &c., of all kinds, it is a powerful and permanent cure. It cures Old Sores, Cures Sores on the Neck, Cures Blackheads or Pimples on the Face, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swelling, &c., &c., &c.

From whatever cause arising, it is a real specific for Gout and Rheumatic pain. It cures the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 9d. each, and in cases containing six times the quantity, sufficient to effect a permanent cure in the greatest majority of long-standing cases.—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS.

Prepared by J. C. Clarke, M.D., at his Laboratory, Lincoln, England, and is engraved on the Government Stamp, and is a World-famous Blood Mixture, blown in the bottle, WITHOUT WHICH NONE ARE GENUINE.

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The Share Market.

LATEST QUOTATIONS.

(March 16th)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation.....\$125 35 1/2 buyers

The Bank of China & Japan, Limited.....£ 5 Nominal

The Bank of China & Japan, Limited.....£ 4 1/2

The Bank of China & Japan, Limited.....£ 1 1/2 5/8 buyers

The Bank of China & Japan, Limited.....£ 1 1/2 5/8 buyers

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